

**Tuck, Cindy**

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**From:** J&D CORVETTE [res0gpqz@verizon.net]  
**Sent:** Tuesday, January 10, 2006 3:46 PM  
**To:** gstrivers@bth.ca.gov; Masters, Julie; Tuck, Cindy  
**Subject:** Comments On Draft Framework For The Goods Movement Action Plan

Noel Park, President of the San Pedro and Peninsula Homeowners Coalition wrote:

We have the honor to be signatories on the comment letter presented by the Natural Resources Defense Council (NRDC), et al. We agree with every word of that letter, and recommend to you in the strongest possible terms that you incorporate the advice and comments of that group into any plan which goes forward.

In addition, we would offer the following comments.

We direct your attention to the comment letter submitted by the NRDC, Fresno Metropolitan Ministry, Pacific Institute, Environmental Defense, Coalition for Clean Air, Keck School of Medicine - University of Southern California, and the West Oakland Environmental Indicators Project, dated November 10, 2005.

We agree with each and every one of the comments in that letter as well. We do not believe that the comments contained therein have been incorporated into the plan to any meaningful degree. We direct your attention in particular to the comment at the bottom of page 1:

"Infrastructure projects must not be implemented without a mitigation plan that fully offsets the public health and community impacts from the proposed goods movement infrastructure."

and the lower half of page 3:

"Of equal importance, projects should be ranked in their potential to improve public health, environment, and the community. Projects that have a high rate of return on both community benefits and in improving the goods movement system are the projects that should be the focus of investment. Infrastructure projects must be evaluated to ensure that they do not create significant harm to public health, the community or the environment and favor those projects that cause less harm. Those that are judged to create significant future harm regionally or locally (due to communities being in close proximity to goods movement activities) must be rejected or revised to protect public health."

and the lower portion of page 5:

"We strongly object to the above principle. As we have raised on numerous occasions, the state has not yet quantified or considered the costs to the people of California of expanding the goods movement system in terms of human health and quality of life. In a recent study, Jon Haveman of the Public Policy Institute of California questions whether our status as a distribution center for the country results in greater harm than good to the state. It is premature, to say the least, for the Administration to "educate the public on the benefits of goods movement expansion when it has not done the homework to determine whether unlimited expansion is, in fact, beneficial."

1/10/2006

We cannot put it any better than this. We live in fear every day in our communities of the sickness and death which clearly result from the existing levels of "goods movement" activity in our region. There are many other profound environmental impacts as well, none of which are effectively addressed in this plan, if at all. It would be totally irresponsible to expand this "system" without taking every necessary measure to protect the health and quality of life of the impacted public.

We direct your attention to the ongoing work of the USC Keck and UCLA medical schools on the issue of the health impacts of diesel exhaust. In light of the terrifying impacts which they are uncovering, it would be unconscionable to go forward without doing everything necessary to protect the public health.

We also share the concern that there is very little emphasis in this plan on public transportation. It seems clear to us that our traditional reliance on freeways and cars in California is just not going to be sustainable in the future.

We will close with the following statement from Long Beach City Councilwoman Tonia Reyes Uranga, as quoted in the January 7, 2006 Los Angeles Times:

"We are the first casualties of this diesel death zone." "Unless he (the Governor) comes to the table with as much fervor and excitement and money in terms of environmental cleanup ... the community is not going to buy it."

Amen.

Sincerely,

Noel Park  
President  
San Pedro and Peninsula Homeowners Coalition